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NRO REVIEW COMPLETED

[REDACTED]
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17 May 1963

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MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA

SUBJECT : Summary of OSA Activities for Week Ending
15 May 1963

PURCELL PANEL

On 13 May [REDACTED] of Eastman Kodak briefed [REDACTED] and Art Lundahl of NPIC regarding a general study of camera systems for photographic aerial reconnaissance. The briefing investigated trade-offs among the many parameters and variables in aerial reconnaissance, and considered methods of optimizing photographic outputs as well as defining the conditions necessary to attain a specified performance level. [REDACTED] has briefed Dr. Eugene Fubini and is scheduled for a presentation to Doctors Purcell, Garwin and Baker in the near future.

R/CS Panel

The first meeting of the OSA Career Service Panel will be held on Friday, 17 May 1963 at 1030 hours. [REDACTED] the Executive Secretary, is preparing the agenda and associated papers to be considered at that time.

IDEALIST/CORONA

The light pattern program being conducted by Itek for our use in committing a CORONA stellar-index camera to photo missions is

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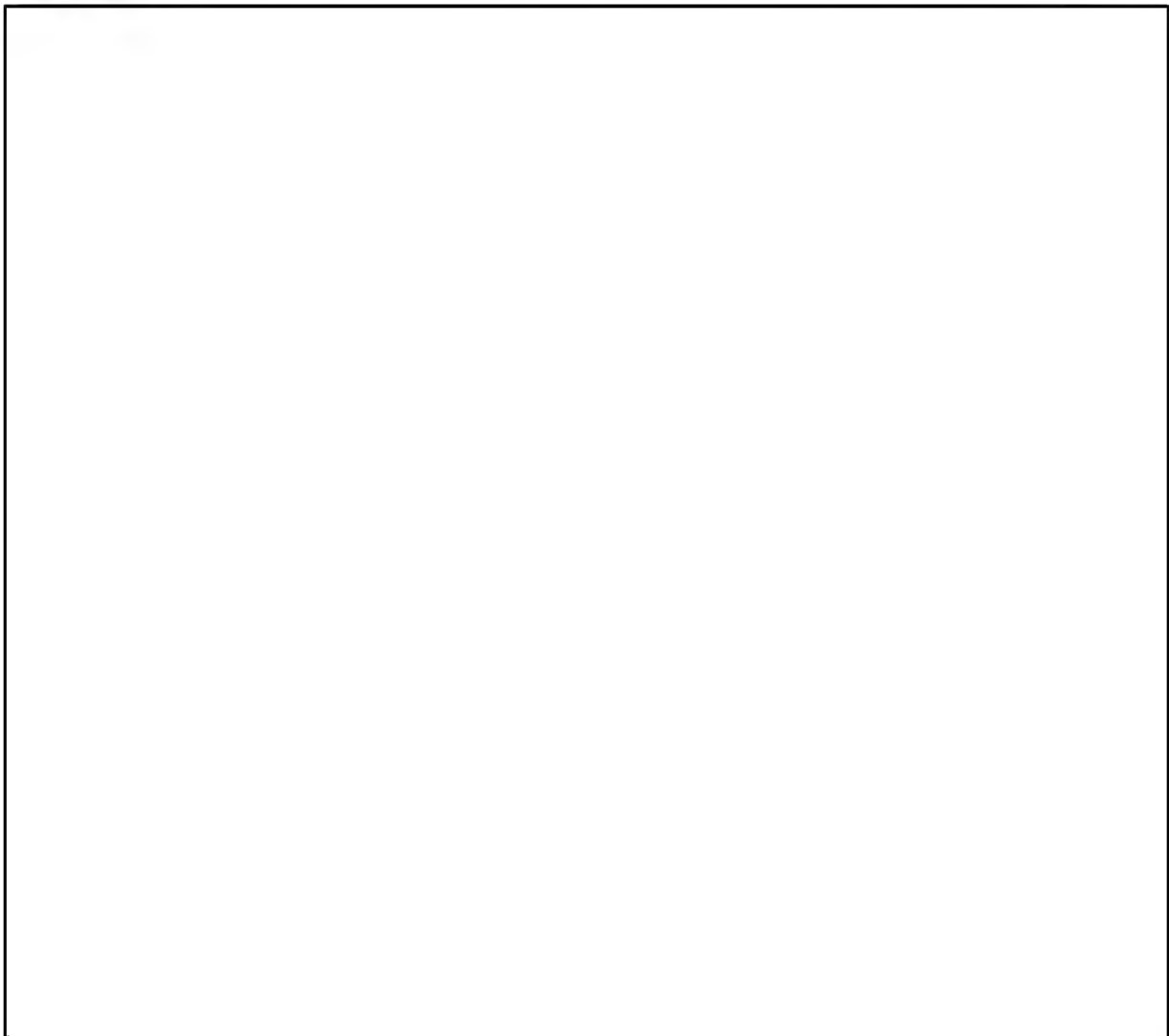


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still underway. The tests  should be completed on 17 May, but tests cannot commence at Hanford until 30 May.

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IDEALIST



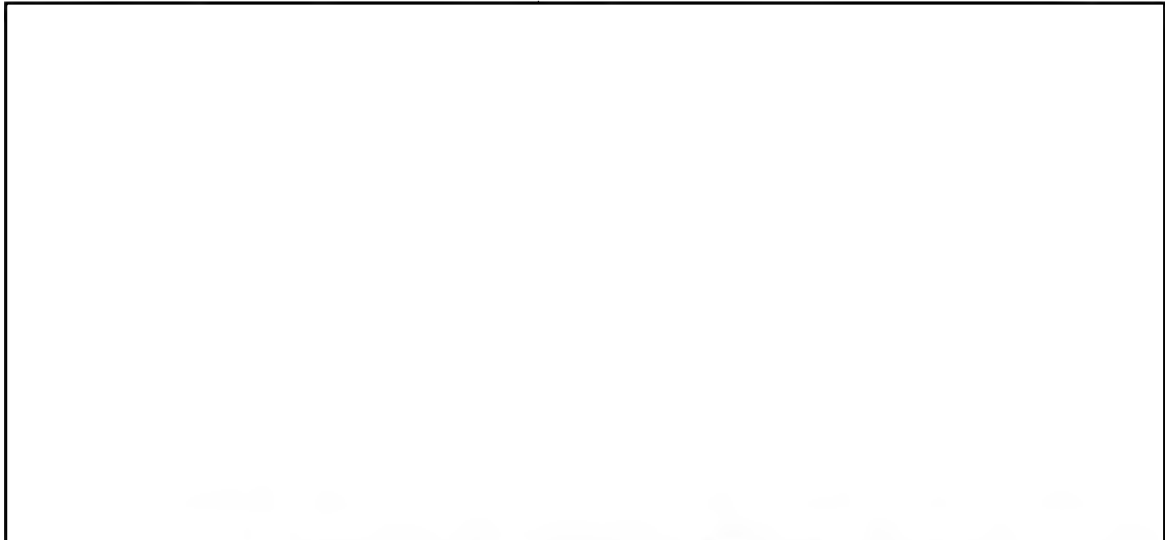
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7. IFF/SIF equipment will be installed in all Project IDEALIST aircraft at a cost of approximately [redacted] per aircraft.

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OXCAFT

1. General Bernard Schriever, Colonel Horace A. Templeton and Colonel William H. Brauer visited [redacted] on 14 May with Kelly Johnson and [redacted] of Lockheed. They inspected the hangar area, A-12 aircraft, observed the takeoff of articles #123 and #124 and the pre-flighting of the IWS System. The group also received a briefing from Operations, inspected the chutes and survival equipment, payloads and take. It was reported that General Schriever seemed very impressed with the photo displays.

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2. [redacted] circa 1 July 1963 and will be maintained by USAF personnel in the Fall. We have requested Lockheed to provide maintenance personnel to service the aircraft until the USAF personnel arrive in September or October. It has not been determined as yet that Lockheed can meet this requirement.

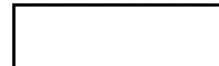
3. Due to the shortage of contract guards [redacted] an all out effort is being made to recruit additional guards west of the Mississippi River, especially in San Francisco and Salt Lake City. The [redacted] Deputy Security Officer recently returned from a recruiting trip to Tacoma resulting in interview with 47 persons, 17 of whom were asked to submit a PSQ.

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4. The second Perkin-Elmer camera (System 1B) for the OXCART Program arrived [redacted] on 11 May.

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5. Pratt and Whitney feel that their biggest problem in the OXCART Program is improper oil consumption. Malfunction of the oil level indicator is one of the problems being studied at this time.

6. In response to the DAD/OSA's query regarding [redacted] additional personnel for [redacted] Deputy for Field Activities, responded that Materiel Division has analyzed the personnel increase and recommends that we proceed with the augmentation.

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7. The OXCART contingency staging plan is still in preparation. Failure of the contractors to submit their estimates of costs for contractor, materiel, equipment and tech reps has caused the target date for completion of the plan to slip to 24 May.

8. As the result of a meeting of CIA, Lockheed and [redacted] officials [redacted] on 6 May it has been concluded that the foreign object damage to the OXCART aircraft was principally caused by poor housekeeping practices by the Lockheed personnel. Kelly Johnson has made a careful study of the situation and submitted a report to Headquarters indicating the action to be taken immediately to prevent future FOD.

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9. In reply to inquiries from Headquarters regarding assignment of a safety engineer [redacted] Mr. Johnson suggested, and [redacted] agreed, that spot checks by a safety engineer from Burbank would fulfill the requirement. They indicated that this engineer will have no part in the FOD problem since a special group has been set up to continually monitor all aspects of this problem. Headquarters concurred in the designation of a safety engineer from Burbank, but questioned that he could be completely excluded from FOD Committee functions.

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10. OXCART Articles 123 and 124 returned to flight status on 14 May. Article 121 should be ready for flight by 17 May and Article 122 will follow by approximately one week. FOD has limited the number of available operational engines [redacted] to seven at this time.

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Chief, Programs Staff
(Special Activities)

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